





## City of Alameda Rapid Response after Fatal Crashes Program: 2023 Fatal Crash Information & City Follow-Up

Last updated November 11, 2023

The City of Alameda’s Rapid Response after Fatal Crashes Program, an iterative program under development, installs quick-build infrastructure updates at the sites of fatal crashes. The infrastructure changes respond to general conditions observed at the site, not necessarily what played a role in the collision. “Quick-build” means the improvements generally do not involve concrete work and rely on striping, bollards, etc. In 2023, the City is working to develop a Rapid Response Quick-Build Toolkit to enable quicker changes in the future. When a crash is caused by a person having a known medical incident and the deceased is the person who suffered the medical incident, it is not included in this program. The table below will be updated periodically as information becomes available and the City constructs quick-build changes at crash sites.

### 2023 Fatal Crash Information & City Follow-Up

	PEDESTRIAN AT MECARTNEY RD/MARCUSE ST/BAYWALK RD	AUTO PASSENGER AT WILLOW ST & SAN ANTONIO AVE
<b>Date</b>	Tuesday, February 7, 2023	Friday, March 17, 2023
<b>Time</b>	7:30 am	5:30 pm
<b>Crash description (pending ongoing investigations)</b>	Person driving east on Mecartney struck a person walking north in the crosswalk across Mecartney at Marcuse/Baywalk (in the western leg of the crosswalk), causing fatal injuries to the pedestrian. The driver had failed to de-fog the windshield, and drove despite poor visibility from a foggy windshield combined with sun glare.	Teen driving stolen car at high speed eastbound on San Antonio, failed to stop at the stop sign at Willow, then crashed into two cars traveling north and south, respectively. A passenger in one of the other cars later died of their injuries.
<b>Mode of deceased</b>	Pedestrian	Motor vehicle passenger
<b>Age of deceased</b>	<b>84</b>	<b>89</b>
<b>Infrastructure updates</b>	<p>Post-collision site visit held and plans are outlined below. Two nearby intersections are included as well due to similar conditions. All crossing improvements are across Mecartney. A <i>September 2023 traffic signal warrant analysis for Mecartney/Marcuse/Baywalk found that the intersection is not appropriate for a traffic signal due to insufficient vehicle volume, pedestrian volume, and other considerations.</i></p> <p><b>Mecartney/Marcuse/Baywalk</b></p> <ul style="list-style-type: none"> <li>• New marked crosswalk: high visibility “ladder” crosswalk marking on the eastern crossing of Mecartney, with pedestrian refuge in the existing median</li> <li>• New Rapid Flashing Beacons</li> <li>• New “shark tooth” yield lines and “yield to pedestrians” signs</li> </ul> <p><b>Mecartney/Fontana/Baywood</b></p> <ul style="list-style-type: none"> <li>• New Rapid Flashing Beacons</li> <li>• New “yield to pedestrians” signs</li> <li>• Existing high visibility “ladder” crosswalk (upgraded 2022)</li> <li>• Existing yield lines (added 2022)</li> </ul> <p><b>Mecartney/Verdemar/Ironwood</b></p> <ul style="list-style-type: none"> <li>• New Rapid Flashing Beacons at crosswalk</li> <li>• New “yield to pedestrians” signs</li> <li>• Existing high visibility “ladder” crosswalk (upgraded 2022)</li> <li>• Existing yield lines (added 2022)</li> </ul> <p>Due to the curvature of the road, the marked crosswalk at Marcuse/Baywalk should be on the eastern side, where</p>	<p>Post-collision site visit held. The below improvements will be installed in late 2023:</p> <ul style="list-style-type: none"> <li>• New SLOW SCHOOL XING markings stenciled on Willow street in both directions approaching the intersection*</li> <li>• New high visibility “ladder” crosswalk markings across Willow</li> <li>• New school crossing signage on Willow</li> <li>• New “shark tooth” yield lines for the crosswalk on Willow</li> <li>• New transverse crosswalk markings across San Antonio</li> <li>• New daylighting on San Antonio</li> <li>• New stop bar lines on San Antonio</li> <li>• New “cross traffic does not stop” signs under the stop signs on San Antonio</li> </ul> <p><i>*An earlier plan included speed limit 25mph markings on the pavement, but CA MUTCD requires school crossing markings in this circumstance.</i></p>

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	there are better sightlines. This will require concrete work in the existing median, which will be included even though concrete work is generally outside the scope of the Rapid Response program. Combined with the electrical work needed for RRFBs, the concrete work means the construction will take some time.	
Related education efforts	<ul style="list-style-type: none"> <li>• 11/1/2023 press release with Wilma Chan's children: <a href="#">Low visibility driving can kill</a></li> <li>• 3/30/2023 press release: <a href="#">Pedestrians have died because of people driving when they couldn't see due to sun glare and humid windows</a></li> <li>• 4/3/2023 <a href="#">Traffic Safety Open House</a> included educational materials about maintaining visibility while driving</li> <li>• Social media posts about taking precautions with sun glare: fall 2022, fall 2023</li> </ul>	
Initial public release link	<a href="#">Fatal Collision Investigation</a> (2/8/2023)	<a href="#">Fatal Collision Investigation Update</a> (4/20/2023)
Nearby upcoming infrastructure project(s) already planned		<ul style="list-style-type: none"> <li>• <a href="#">Caltrans Encinal Avenue Improvement Project</a> (construction underway)</li> <li>• <a href="#">San Jose Ave Neighborhood Greenway</a> (prioritized for completion by 2024)</li> </ul>
Caltrans roadway	No	No
High Injury Corridor	No	No
High Crash Intersection	No	No
Reported collisions with injuries, 5 years prior to fatal crash	No reported injury collisions	<ul style="list-style-type: none"> <li>• 1 bicycle/auto collision resulting in bicyclist complaint of pain (2019)</li> <li>• 1 bicycle/auto collision resulting in minor injuries to bicyclist (2022)</li> </ul>
Aerial photo (Google maps)		
Existing site configuration	<ul style="list-style-type: none"> <li>• Uncontrolled crossing</li> <li>• Unmarked crosswalks</li> <li>• Bus stop NW corner</li> <li>• N/S streets are private streets</li> </ul>	<ul style="list-style-type: none"> <li>• Uncontrolled crossing across Willow</li> <li>• 2-way stop (San Antonio stops but Willow does not)</li> <li>• No daylighting on San Antonio; all parking prohibited on Willow</li> <li>• Fire hydrant on NW corner</li> <li>• Traffic signal one block north at Willow/Encinal; all-way stop and high-visibility crosswalks one block south at Willow/San Jose</li> </ul>